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FM NPIC WASH DC

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C O N F I D E N T I A L CITE NPIC 0676.

CPIR:NPIC SER:F00284 UERT MSN:0223P2 30APR67H

DAY PHOTO. CAMERA ON/OFF TIMES UNK. REF A. NPIC MSG 9406,

DTG 230340Z, DEC 66, SER F00011. REF B. NPIC MSG 9803, DTG

062343Z, FEB 67, SER F00084. REF C. NPIC MSG 9615, DTG

182139Z, JAN 67, SER F00051. AMS SERIES L7014, SHEET 6151-II,

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PART I. SIGNIFICANT PHOTO INTERPRETATIONS

B. NEW TARGETS AND SIGNIFICANT CHANGES

ITM01:DUAL-GAUGE RAILROAD TRACK SGM:6AR3B CTY:VN 210725N1055310E

DES:DUAL-GAUGE RAILROAD TRACK IS OBSERVED ON THE HA NOI/
LAO CAI RAIL LINE FROM THE LIMIT OF PHOTOGRAPHIC COVERAGE
AT 210725N 1055310E SOUTHEAST TO 210528N 1055519E.

PROBABLE DUAL-GAUGE RAILROAD TRACK IS OBSERVED ALONG THE
PREVIOUSLY REPORTED (REF A) RAIL BY-PASS WHICH CONNECTS THE
HA NOI/LAO CAI AND HA NOI/PING-HSIANG RAIL LINES. A NEW

-2-

1

PASSING TRACK IS LOCATED ON THIS BY-PASS. PROBABLE DUAL-GAUGE TRACK IS ALSO OBSERVED ON THE NOW COMPLETED, TURNING WYE AT 210534N 1055532E (REF A). A SMALL 4-TRACK RAIL YARD (PROBABLE DUAL-GAUGE) IS LOCATED ON THE SOUTHERN EDGE OF THE TURNING WYE. DUAL-GAUGE CONSTRUCTION HAS PREVIOUSLY BEEN OBSERVED ON THE THAI NGUYEN/NGUYEN KHE RAILROAD LINE (REF B).

25X1

ITM02:PROB DUAL-GAUGE RAILROAD SGM:6AR21 CTY:VN 210534N1055542E
DES:PROBABLE DUAL-GAUGE TRACK IS OBSERVED ON THE HA NOI/
PING-HSIANG RAIL LINE FROM 210534N 1055542E TO THE END OF
PHOTOGRAPHIC COVERAGE AT A RECENTLY COMPLETED, 7-TRACK
RAIL YARD AT 210600N 1055605E (REF A). PHOTOGRAPHIC QUALITY
PRECLUDES DETERMINATION OF DUAL-GAUGE TRACK IN THE YEN VIEN
RAILROAD CLASSIFICATION YARD.

25X1

ITM03:HA NOI RR BR U/C SGM:6AR21 CTY:VN 210428N1055519E
DES:CONSTRUCTION CONTINUES ON THE PREVIOUSLY REPORTED (REF C)

HA NOI RAILROAD BRIDGE WHICH BY-PASSES THE UNSERVICEABLE
HA NOI RAILROAD AND HIGHWAY BRIDGE OVER THE CANAL DES RAPIDES

THE WIDE DECKING
UNDER CONSTRUCTION ON BOTH APPROACHES AND THE CONSTRUCTION

25X1

-3-

OF A HIGHWAY CONVERGING ON THE BRIDGE INDICATE THAT THIS BRIDGE WILL BE A COMBINATION RAILROAD AND HIGHWAY BRIDGE. HEAVY, TAUT CABLES, WHICH SPAN THE LENGTH OF THE BRIDGE, WILL PROBABLY BE USED TO SUPPORT THE DECKING BOTH DURING AND AFTER THE PLACEMENT OF THE DECK. AS MENTIONED IN REF C, THE UNUSUAL DESIGN OF THE BRIDGE SUGGESTS THE POSSIBILITY OF A SERVICEABILITY DECEPTION TECHNIQUE WHICH WOULD CONSIST OF THE RAPID REMOVAL/REPLACEMENT OF SPANS TO GIVE, WHEN DESIRED, THE FALSE APPEARANCE OF UNSERVICEABILITY. A NEW RAIL BY-PASS BRIDGE IS IN EARLY STAGE OF CONSTRUCTION AT 210425N 1055532E. APPROACHES ARE UNDER CONSTRUCTION TO A PROBABLE FUTURE RAIL FERRY CROSSING AT 210413N 1055542E.

25X1

PART II. OTHER PHOTO INTERPRETATIONS - NONE

GP-1

C O N F I D E N T I A L

END OF MESSAGE

S/C NOTE: ALSO PASSED ~~XXXX~~ SAIGON INFO DIRECTOR, VIENTIANE, UDORN
PRITY